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ROUND THE WORLD.

BY

EUSTACE MEREDYTH MARTIN,

*Author of "A Tour through India in Lord Canning's Time," "A Visit to
the Holyland, Syria, and Constantinople."*

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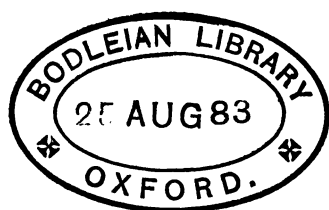
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DEDICATION.

MY DEAREST CHILDREN,

When I was a child, a tour round this world was esteemed a wonderful feat, which only a few enterprising navigators would venture to accomplish. Steam had not made ships independent of contrary winds and calms at sea, which in long voyages often detained vessels from sailing onwards, making them "as idle as a painted ship upon a painted ocean."

Now, voyages are made with almost the same precision as a journey by land, and the increasing speed of steamboats and railways makes a journey round this earth a mere holiday trip.

DEDICATION.

You are geographically acquainted with the two hemispheres of this globe, their Continents, Oceans, Islands, Mountains, Inland Seas or Lakes ; and the appreciation you have always shown for geographical knowledge justly entitles you to ask me to place within reading-reach the outline of my tour, which I gladly do, and dedicate it to you all.

EUSTACE MEREDYTH MARTIN.

17, Clanricarde Gardens,
Hyde Park, March, 1883.

ROUND THE WORLD.

CHAPTER I.

"I'LL put a girdle round about the earth in forty minutes." When Shakespeare wrote *Midsummer Night's Dream*, and in his sublime conception almost prophetically foretold the existing electric current, how little did he realise its distant fulfilment; or Pope, when he wrote, "and waft a sigh from Indus to the Pole," also "unbounded Thames shall flow for all Mankind," how little did he suppose that the rapidity he poetically ascribed to written thought would, a century and a half after, be fulfilled by electricity, and

commercial freedom by the wisdom of Parliament. Inspiration is a word which in some circles of society would offend, if applied to any writings except the Bible; but how illogical it is for finite man to limit the incomprehensible action and greatness of God to the moral world. This earth was created by Him, declared to be good and majestically completed in the creation of man, and is it probable, that (although defaced) He would leave the being that was made in His image to struggle in this world unaided by His assistance, which alone can advance its material progress, as it alone has restored the human race to His favour?

I believe that every thought which advances the intelligence or material interests of man, whether it relates to the

mysteries of the universe, or the social, political, or mechanical progress of this world is a direct revelation from God, accountable only by what we term inspiration. One moment's thought must convince us that all those auxiliary forces which science, art, and the mental faculties in social progress have (as a medium) revealed are essential to the completion of God's promises, and, through their fulfilment, His reign on earth. Although I believe many troubles and changes to be imminent in this world, still some nations are drawing closer to each other, and will probably in time (through having the same enlightened views) become more and more like a united family. Having always valued the advantage that travelling confers, and also the health it imparts, I decided in 1871 to

supplement my previous journeys with a more complete knowledge of the Empire, upon some portion of which the sun always shines.

For more than one year I was so exhausted by illness that I almost despaired of ever being again restored to health, and as one of the incidents of my illness was an extreme delicacy of throat, I was recommended to sojourn for many months in a more warm and uniform climate than that of England. Egypt was suggested as most suitable to my case, but I thought that the Nile, even with all its historical associations, would not occupy my mind as a tour round this world would do; and also, if it was seasonably timed, I might in all the countries I visited, realise the warmth of the Egyptian climate. The

morning of the 28th of October, 1871, I left the Waterloo station for Southampton, and went on board the Peninsular and Oriental steamboat "Candia." At midday we steamed out of dock, and remained in the Southampton Water until 4 p.m., when the mail bags and some additional passengers having arrived, we at once steamed away for Alexandria. The wind was unfavourable, and soon rose to a gale, which, with slight intermission, marked our voyage to Gibraltar. The second day a few of the passengers were visible, and such as were resembled the leaning Tower at Pisa in motion, the angle alternating from side to side at every step. That evening we entered the Bay of Biscay, which maintained its character for troubled waters, and were fifty-six in place of thirty-

six hours in crossing it. November 1st, at one o'clock a.m., we sighted Cape Finis-terre, and crossed near the spot where the "Captain," "full many a fathom deep," entombs so many experienced and noble-hearted English sailors.

Soft sigh the wind of Heaven o'er their grave,
While the billow mournful rolls,
And the mermaid's song condoles,
Singing glory to the souls
Of the brave.

Until we approached Cape St. Vincent, we did not sight land again, but frequently saw sea gulls sporting on the waves, which indicated that it was not far off. Passing Cape St. Vincent we all enjoyed the evening. The sunset clothed every object in beauty. The wind dropped, and we steamed quite close to land.

The morning of the 3rd we entered the

Straits of Gibraltar, the ancient Calpe which, with Abyla on the African shore in early history, were named the Pillars of Hercules. It received its present name "Gibel el Tarik,"—Mountain of Tarik, modernized to Gibraltar—from Tarik the first Moorish chief that invaded Spain in 712. After some changes it was won by the British fleet in 1704, and annexed to the Empire. It is the key of the Mediterranean, and, considering how free the principles of English commerce are, Great Britain is the best custodian of the fortress. We were early on deck, landed, and were much relieved by our walk on shore; but we had soon again to rejoin the ship, which we much regretted, as it was the day for the garrison races. For one day and a half until we reached the Bay of

Tunis or Tripoli, we steamed in sight of the African coast; then we were soon again with "water, water everywhere." Two birds took refuge in the ship, and sagaciously did not leave it until we neared Malta.

On the 7th we arrived there, and had several hours for seeing the sights of Lavalette; the cathedral, the palace of the former Grand Masters, and the fortifications, which were the most prominent. We were glad to hear the guide justly praise Sir Gaspar le Marchant, who, as Governor, had repaired and embellished the palace, built a handsome opera house, and encouraged public works of every kind. His successor had only lauded. Malta, since 1800, has been annexed to the British Empire. Like Gibraltar, it may

still occasion some jealousy in Europe, but our national policies, foreign and domestic, are so decidedly unaggressive, and favourable to the commerce of other nations, that reason is on the side of its possession being British. It is also an important link in our Empire in the East; the endangering or breaking up of which would be a misfortune to the world. A farewell to the "joys of Lavalette," and on the 11th we reached Alexandria, the only incident being a little robin which flew out from land, and, after hopping about deck, rested for a moment quite near me. At Alexandria I passed a night I shall never forget, for although we were in the best hotel, I was devoured by mosquitoes, which, with the barking of dogs, braying of donkeys, crowing of cocks, and the shouting of tipsy

Arabs in the bazaars, made it one of the most uncomfortable nights I ever spent. Long before daylight I was up, and, refreshed by the morning air and breakfast in the garden, was *en route* by rail for Cairo. In about five hours I was most comfortably lodged there. My rooms in Shepherd's Hotel had on one side a long broad balcony, overlooking a garden with a fountain in it, and some well grown trees. On the other side we overlooked a large courtyard which belonged to some Pacha. A very cranky old slave who was in authority there, seemed much displeased with the poorer attendants to whom I threw some money.

The slave was one of that wretched class in the East whom I think can have no sympathy with human beings, and

whose misery is fed by the sight of happiness in others. The poor people, however, seemed to care very little for his reproof, for they always salaamed me whenever I appeared at the window.

At Cairo I remained six days, being anxious, before I went further East, to ascend the Nile to the first cataract, about six hundred miles. A small steamboat was advertised to start on the 16th, then on the 21st, and before that day again postponed to the 28th. Even then its leaving was all to depend upon a paying complement of passengers ; so there being no certainty about it, and not having time to ascend in a native boat, and be in Australia before the end of their autumn, I reluctantly gave up the idea, and left it as a trip for some future winter.

There was a large margin for improvement in Cairo, although the Khedive was doing all he could to Europeanize his people. Among the Egyptian race there is a wonderful aptitude to be "hail fellow well met," with every civilized nation, and learn their language. Still to root out habits and customs which the tradition of some thousands of years have almost rendered sacred to their mind, can only be effectually done through education. To his honour, the Khedive was alive to its necessity, and allowed his people to accept the Missionary Schools and any other agency that promised improvement. That great reformer, the steam engine, was also invading ignorance and bigotry, and inspiring the Eastern mind with a higher idea of existence. The recent troubles in

Egypt are in some measure to be ascribed to an undefined ambition to resemble other nations, and Arabi Pacha I believe to have been sincere ; although the extinction of European influence would have extinguished Egypt's hope of national life and future independence.

There were fewer beggars in Cairo than formerly, and the poor people were beginning to rely more on employment than backsheesh. Sometimes one falls in for a bit of trickery, which amuses rather than offends. One of my bags had the iron that runs round the mouth a little bent. I told one of the attendants to get a smith to make it straight. The next day he introduced a friend of his, whom he told me was in the trade. The bag was in a short time returned, and four franks de-

manded. It could not be done under that sum. Not having the franks at the moment ready, I brought the would-be smith into the hall to be paid, when the proprietor at once recognised him as an Arab cook in the bazaar, more notorious for the love of Bacchus than Mahomet. He had paid about a piastre, intending the remaining thirty or so as the legitimate profit for himself and his friend. Such are sometimes the laughable forms of craft you meet with.

The morning of the 18th we left Cairo for Ismalia, a very interesting station on the Suez Canal, nearly half way between Port Said and Suez. How true is the trite classical aphorism—

Hecce Mens Hominum Fati Sortisque futuræ.

There was not among the Egyptian

people a sign of disturbance, nor did they even complain, except of the exactions by which the rapacity of their rulers and local proprietors kept them in hopeless poverty. The future will, I hope, convince them how much they owe to the prompt decision of the British Government, and the effective action of the British army and fleet. The cry of Egypt for the Egyptians was a delusion, which would have ended in its becoming an appanage of Constantinople, and the "Spolia Opima" of ignorant and corrupt officials. Now, so far as the British Government and people are disposed to go, the influence exerted will be solely for the present and future benefit of the country ; not Egypt for England, but integrity, education, protection against official and local tyranny; in fact, just

laws, justly administered for the Egyptian people. The intention of the British Government may at a glance be judged of by reference to its whole Colonial Empire. The affairs of each province are administered with the sole and strictest regard to the development of that province, and the happiness of its inhabitants.

At Ismalia I stayed at the Hotel Pagnon, a clean, comfortable house; and the little town is charmingly laid out, and is most creditable to the French, who have built and colonized it. I remained there four days, waiting for some steamboat to take me through the Canal to Suez. At last, although many had steamed through, an English boat of the Star Line anchored, and we proceeded for about one hour, and

again anchored for the night, which was one of those lovely Eastern nights which "declare the glory of God," and repays the traveller for any inconvenience endured.

Navigation reveals the harmony of the universe, the relationship which exists between those bright distant worlds and our own, and that without their guidance we could scarcely venture from our shores. It may be also that navigators in other planets reciprocate the assistance we gain from them, and in some degree thank our little world for shining on them as we proceed in our annual flight of more than six hundred millions of miles, the measure of our orbit.

As we sat on deck with wandering and

wondering eyes, the beautiful lines of
Lord Byron came forcibly to my mind—

Ye stars which are the Poetry of Heaven,
If on your bright leaves we read the fate of men
And Empires, it is to be forgiven,
That in our aspiration to be great,
We should claim a kindred with you,
For ye are a beauty and a mystery,
And create such love and reverence from afar,
That Fortune, Fame, Power, Life, have
Named themselves a star.

Early on the 23rd, the "Asiatic" got
up steam, and, passing through the Canal,
about midday anchored in the roads of
Suez.

The Canal is a decided engineering
triumph in an age abounding in kindred
triumphs, and, like the future Panama
Canal, will not only increase the trade of
the world, but also greatly lessen its risks.
Having bid good-bye to all on board, a boat
was engaged, and after a pleasant sail of

two hours (for I had to tack the whole way) I reached the Suez Hotel. There I got excellent food and beds, and the servants being from India, thoroughly understood how to clear out the foes of Eastern travel—the mosquitoes. After breakfast on the 24th, we learned that the English mail had arrived at Alexandria, and that next morning we were to embark on board the “Sumatra” for Ceylon. The whole of that day I remained in my rooms writing and adjusting luggage, but occasionally sauntering in the garden, or enjoying from the roof the sea breeze and panoramic view. On the morning of the 25th the train with the mail and passengers having arrived, we started at a very slow pace for the dock in which the “Sumatra” lay. We had proceeded for only a few minutes when the

luggage van went off the line. Having a railway key in my pocket, I released all in our compartment, and rapidly opened the doors of other carriages. It was fortunate that the pace was slow, for there were only a few inches between the track and deep water. After a short delay, the line was cleared, and I was soon lodged in comfortable cabins off the saloon, and with the luxury of no other passengers being in them. On such occasions it is a great ease to be alone, for one so dreads exposing their possible sea infirmity, or witnessing it in others.

The whole of the 25th the vessel was taking in cargo, and we were amazed at the enduring patience and quickness with which the Arab porters cleared out many successive trains, laden with all kinds of

miscellaneous things for all parts of the East. They went through their work with so much good humour that it was a whole day's amusement to look on.

The loading of our vessel having been completed, we steamed away for Aden, passing near the scene of Israel's deliverance from the bondage of the Pharaohs. I had dimly seen on previous occasions the Mount Sinai, from which the commands were delivered, as much for the happiness as the guidance of the world; and what would the world be without them, and to what degradation has not the world sunk whenever and wherever those commands have been slighted, or their existence unknown?

CHAPTER II.

THE history of the Jewish nation is in many respects a sad and disappointing one. Privileged in the early history of the world, beyond any other people, they often forgot and forsook the God and protector of their race, but their faith in His promises never declined; and the national errors were as frequently pardoned, as forgiveness was asked for. The period from Moses to Jesus Christ was a period of occasional triumphs, but also of many national reverses. The Messiah or Christ whom all the nation looked forward to with an indistinct, uncertain knowledge, except that He was especially to be their political Redeemer, and confer on them a position unique, compared with all other nations.

This limitation of Christ's mission was the error which led to the rejection of Jesus Christ, and occasioned the persecutions directed for the last 1,800 years against them, and which have disgraced the history of almost every Gentile nation. The limitation of Christ's mission also narrowed the greatness of Judææ, as national selfishness always does, when it excludes other nations from privileges consistent with the improvement and elevation of all. But still the nation is exempt from any national reproach, for the interpreters of the prophetic promises were a very small class, and the Jewish people had no more influence in framing national opinion than the schoolboys of England would have in directing the policies of the Cabinet. Although a great error was committed by

the interpreters of Scripture, yet the persecution of the Jews is one of those atrocious actions which large societies have sometimes thought themselves privileged to do, *Communis error facit Jus*, but in fact the guilt of each individual is intensified by the cowardice of their conduct; what one would not dare to do, the class with whom they act become to them a coat of armour, and in their ignorance a moral acquittance.

There is not a particle of evidence that the Jewish people ever illtreated Christ, but there is on the contrary every proof from the Gospels, written by His own friends, that among the people He was always an honoured guest, and a popular reformer. He raised the womanhood of the world to

a level with man, and equalized before God every class in every nation.

This was His great offence, and His popularity was His ruin.

What right had the chief priests and elders to stamp the guilt of their own souls upon the nation? The nation never persecuted Jesus; but we are told that the chief priests and elders persuaded the multitude that they should ask Barabbas and destroy Jesus. Then followed the stupid insane cry from the ecclesiastical mercenaries, "His blood be on us and our children."

The corrupt and weak-minded Pilate soon acquiesced in their request, and although a Gentile and the model of judicial baseness, he had sagacity enough

to know the cause of the hatred against Christ, "For he knew that for envy they had delivered Him."

The crucifixion of Christ was not the sin of the Jewish people, but of the rulers and their sacerdotal friends, who, with Pontius Pilate, were His cold-blooded murderers.

In the history of the world there has never been any crime committed by nations or societies to equal the cruel and ignorant hatred directed against the Jews. Comparing classes, they are, as a rule, the most reputable; rarely offending the laws, and never a burthen to the State. As a people they are highly intellectual and industrious—the two great forces which develop the latent resources of the world. I hope that the day is near when, without injustice to

existing political rights, we will witness a great act of atonement, proceeding from all the nations of the world—the restoration of the Hebrew nation to the Holy Land, a land which is to them the home of their heart, and which is an anomaly under any other rule but theirs.

November 26th, the “Sumatra” left Suez with a fresh northerly breeze, which continued in our favour for a couple of days, then a strong south head wind, which brought back the remembrance of the Bay of Biscay.

Every morning at an early hour I was on deck, and spent the whole day there, my meals being kindly brought to me, and, being a good sailor, I could admire the grand waves with their spray, presenting segments of rainbows every moment. The

flying fish were also an interesting novelty. Many of them would sometimes rise from the sea together, and, after flying a short distance, again be lost sight of in the waves.

The stormy sea continued until we reached the Straits of Babelmandel, when all on board had the comfort of a quiet night, and rose refreshed by it.

December 2nd we anchored at Aden, and after breakfast landed and drove to the camp, and then enjoyed terra-firma, and the breeze that blew.

In Aden I did not see one beggar; all the poor there being employed in some subordinate way at the camp, and as servants to resident Europeans. Every article of food is brought either by camels or in native boats. Aden itself produces

nothing, but is nevertheless well supplied with everything that the adjoining cultivated districts and also Europe can supply. It is now the port of call for the numerous steamboats that traverse the Suez Canal and Red Sea; and although arid in the extreme, without one blade of grass, it is distinguished by that virtue which Mr. Westley thought next to godliness, the whole station, including its bazaar, being without reproach. The credit is due to the military authorities there, who enforce proper sanitary duties; but still the poor Arabs seem cheerfully to comply; and whenever anyone is disposed to look on substantial progress among them as hopeless, they should remember that at a period when Europe was only semi-civilized, there was recognized among the Arabs a high

standard of intellectual culture, and that to them Europe owes the introduction of algebra, also the first principles of arithmetic, which are still our system in numeration, also chemistry, "the secret science," as the Arabic derived name means. An excellent military road has been made, and every improvement making, that the place is susceptible of.

The last few hours, all on board were amused by troops of Arab boys, who seemed to be amphibious, spending the whole time in the sea by the ship, shouting out, "Have a dive! Have a dive." At first, fearing that if I threw money in, there might be fighting and some accident under "Oman's green water," I did not comply with their wish, but seeing that there was fair play among them, and also considering that it

would be illiberal not to reward their wonderful aquatic skill, I emptied my pockets of all the silver coin I had. A moment after each shilling or sixpence was thrown into the water, a dozen or more would dive at the spot, and soon return, the winner proclaiming his success, and lodging the money in his mouth for safety. Again the cry would rise from them all, "Have a dive," and divers and money would go down together, some one of them always bringing up the money competed for. What an admirable corps of divers the Arabs at Aden could furnish! At Malta the traveller first meets with this submarine daring and skill, but at Aden all the boys seemed to have graduated first class.

At last the divers and native boats were

all warned off; the "Sumatra" had its steam and anchor up, and in a few minutes she started, followed by the Bombay boat, which also through the Red Sea, at some few miles' distance kept company with us. When we were leaving Suez the captain of the Bombay boat, who had been visiting our ship, left his dog behind him. The poor animal wandered about the deck in search of his master, but not finding him came to me, and settled down under my chair. Several of the ship's company tried to coax him away, but he growled in such a threatening manner that all beat a retreat. At last the butcher came with a piece of meat, which he dangled, and whistling at the same time in a most amiable manner, the dog wisely thought him a good fellow, and cast in his lot with

him. At Aden he joined his own ship, "The Baroda," which branched off to Bombay, and we soon left Aden faintly visible behind us.

The sight of land after some days at sea fills the traveller with a longing for that free continued exercise which may be enjoyed there. A few days' promenading a crowded quarter-deck satisfies most people, therefore the short time we spent at Aden was truly refreshing. Excepting a few small volcanic islands, without a scrap of herbage or inhabitants, we had not seen land since leaving the Gulf of Suez; our last view of it being an effort to realize the summit of Mount Sinai, which may be seen in clear weather, but never if it be hazy.

The next evening, the Island of Socotra

was visible, and before twilight we were abreast its headland. It is a large, long island, belonging to the Sultan of Zanzibar. It has very few inhabitants, and no exports except bitter aloes, which are said to be the best in the world. We were all night steaming by it, and the following morning it was fading away on the horizon.

The next day we fell in with the north-east monsoon, which steadily blows from October to March, and which helped us on to Ceylon.

The great want on board ship is occupation. The kitchen does much to employ the travellers, as the bell is ever summoning them to the saloon; but even that, one soon tires of, and longs for the freedom and variety of land. For the ladies, croquet

was got up, flat rounded pieces of wood being used in place of balls; and in the evening songs, duets, and conversation whiled away the time. The men, as usual, blew away their troubles in smoke, played quoits, and at last got up theatricals.

December 8th, in the morning, the beautiful flying-fish skimmed over the waves, and early in the evening many porpoises escorted the ship for some time; and later almost everyone on board attended the theatre to see "Bombastes Furioso" and "the Area Belle," both of which were laughably acted. The theatre was most skilfully constructed by the sailors.

9th. This day we approached the Maldivé Islands, but not near enough to see them. In the evening we witnessed a

most curious sight. Flocks of birds who were evidently tired, occasionally lit on the sea, and were followed by a long wave foaming along its crest, which, to our surprise, was occasioned by a shoal of dolphins following the birds.

At dawn on the 11th, Adam's Peak was sighted, and in a few hours the ship anchored at the Point de Galle, and we were in a most excellently managed hotel, the Oriental.

CHAPTER III.

IN Galle we passed a delightful day, admiring its bay, and streets shaded with large ancient trees ; also I remember our landlord tempted us to an early dinner by displaying a turkey and curried prawns. In the evening the fire-flies spangled and lit up the air on every side.

Having decided on visiting the interior of the island, the next morning I left for Colombo, 72 miles distant from Galle. We travelled in the mail car, from which (as it was open on all sides) we had a complete view. The road lay the whole way through cocoa-nut groves, with vistas frequently occurring, through which there was on one side distant mountain scenery, and on

the other side the sea. We halted halfway for Tiffen, and then proceeded as we commenced, at a rapid rate.

Having arrived at Colombo nearly two hours before sunset, we had a most enjoyable walk, part of it being a long esplanade by the sea, quite equal to any European one of the same length. The air was fresh, it having rained and thundered the whole previous night, and the whole European community were out driving, riding, walking.

Having dined and slept well, the next morning we left by rail for Kandy, 75 miles distant. The railway is the property of the Government, and has been a great success, having paid almost at once nine per cent. upon the expended capital. No wonder that in contrast with other coun-

tries the natives should consider Ceylon as having been the site of the Garden of Eden. From the railway a number of indirect public advantages have arisen, among them, larger areas of land brought under cultivation, and the value of public lands increased. The last 14 miles of it are a lasting monument of the highest engineering skill; its gradients and curves presenting difficulties which only the most experienced and courageous mind could master. The engineer to whom the honour is due—Mr. Molesworth—avoided the more expensive short cuts of tunnels, and has followed the tracing of Nature, conducting his ascending line along the brows of mountains, and justly trusting the safety of his trains to solid rock and the solid brains of English drivers.

The views as the train moved on were magnificent, and from one point called "Sensation Rock," you look down about one thousand feet, wondering if the train has commenced a flight in the air, for the precipice is only visible; not even the verge of the mountain, for the track is so close that the footboard of the carriage projects over the cliff.

At Kandy I was very comfortably lodged at the Queen's Hotel. Quite close to Kandy there is a beautiful lake; it and the town are encircled with hills, and the whole much resemble in miniature Swiss or Italian scenery.

In all parts of Ceylon vegetation is luxuriant; but round Kandy there is a great variety of beautiful trees and flowers, and the bungalows scattered through the

hills give it an air of comfort, especially at night, when the lamps shed forth their "hospitable ray." The people, as through the whole of Ceylon, seem in prosperous condition ; indeed, since the island has been united to the British Empire (it was ceded by the Peace of Amiens in 1802), the Cingalese have been most fortunate in its administration. Its finance can favourably compare with any other colony (not purely English) in the world ; and a wise progressive spirit is displayed in its roads, schools, its sympathy with commerce, and the private enterprise of the coffee planters. They as a class largely benefit the people, employing a vast number, and furnishing an increasing area for taxation. Mendicancy is an evil unknown in Ceylon, the people being industrious and contented, and

European enterprise liberally encouraged, must continue to increase the benefit already conferred. Both in Ceylon and all over India there is one radical reform wanted, which would at once immensely add to the production of both countries. All the implements of industry have probably never been improved since their first invention. The Eastern people as a rule hate innovation, or any change in their customs and habits ; but show them how their wealth may be increased, and their condition improved, without compromising the faith of their forefathers, and I believe that they would soon comply with improvements. Model farms should be established, and implements of industry sold at prime cost by the Government; any loss sustained would be liberally repaid from the

enlarged surface for taxation, and increased wealth.

Early in the morning of the 14th we had at breakfast delicious fresh butter, which we had not tasted since leaving England. We then walked round the beautiful lake, upwards of two miles in circuit, and sauntered among the hills until the sun warned us that it was time to shelter. With an umbrella you can in winter pass the whole day out of doors, and every Cingalese who can afford such grandeur, carries one in his hand, and a large tortoise-shell comb in his hair.

I remained at Kandy from the 13th to the 18th, then as rain continued to fall heavily I returned to Colombo. I had arranged to go two more days' journey into the mountains, and horses were laid for me for that

purpose, but the weather was so unfavourable that I had to abandon my project, and be content with what I had seen.

Before leaving, at an early hour, I made the circuit of the lake, and bade farewell to it and its endless variety of trees, shrubs, and flowers which grow in profusion on its banks. Indeed all through Ceylon there is a gorgeous growth of the same kind, and of all others which characterize the East. Sugar has been a failure in the island, but coffee, from an altitude of two thousand to five thousand feet above the sea is a thorough success. It is a plant resembling in leaf the bay tree; its most productive height is from three to four feet. It displays on every branch a lovely succession of flowers resembling jessamine, which are

succeeded by a fruit about the size of a cherry, which contains the coffee beans. The process of preparing them for market is very simple, and the coolies very soon become adepts in their work.

Having returned to Colombo on the 18th, that afternoon I witnessed a spirited boat-race between some of the officers of H.M.S. "The Glasgow," and some members of the Colombo boat club, in which the latter were successful.

It was interesting to see thousands of the natives ranged along the sides of the lake, for Colombo, like Kandy, has a lake, but less ornate and larger than the latter. They were all attentive to the race. The rolling *viva* along our river's bank that accompanies the Cambridge and Oxford

match was wanting; but the steady gaze of every eye expressed the absorbing influence of the sport.

Everywhere on the coasts of the East the natives, after their own fashion, are courageous and skilful boatmen. Their boats are admirably adapted to the heavy surf that breaks on their shore, and which they go through with a safety that would rarely attend a European boat.

The morning of the 19th I had a walk of two hours by the sea, lake, and port, the former gaily relieved with fishing-boats, which had a pleasing effect in the morning's first dawn. All round the coast, fishing is the chief occupation of the natives, and many of the fish are a most agreeable addition to the table.

In the afternoon I had another stroll by

the lake, which, although most pleasing, has not the circling hills which make the Kandy lake so much resemble one of Switzerland or Italy.

At 8 a.m. on the 20th I returned to the Point de Galle. The road was in excellent order from the rain of the previous night, and the line of pure Oriental scenery even now revives as I write these lines.

I remained at Galle until the 27th, when, on board the "Bangalore," we steamed away for Australia. The repose of our last few days made me quite eager for our voyage. Every morning at Galle I rose early, and strolled about in the neighbourhood of the fort. I also much enjoyed our evening walk, occasionally seeing the soldiers at field exercise or cricket,

and once at shell practice at a target at sea. The most prominent public character at Galle was a snake charmer, who almost every day sat opposite to our windows, and with a penny trumpet attracted attention, and displayed music's power "to tame the savage breast."

On the 24th I attended the English church, and Christmas Eve brought with it the ancient custom of the wakes. About midnight some of the natives serenaded with a fiddle, accompanying each note with clapping of their hands. Again about two or three o'clock some more attempted a carol, and I thought our friend the snake charmer's trumpet could be recognised in an effort to chime in. Through the night also the native servants were most busy in decorating the very large

verandah in front of the hotel. When the morning came it presented a most beautiful appearance, the walls and porches being *en fête* with every species of Ceylon shrub, fruit and flower; and over the doorway to the saloon there was a crown, and round it "Vivat Regina." The whole work was most chaste, quite a poem in fruit and flowers. It was also, I understood, not only the work of, but emanated from the native servants, which impressed it as a graceful compliment to all the British visitors.

The next day was spent in preparing for our voyage, and the following morning the 27th, having breakfasted very early, I went on board the "Bangalore," and bade farewell to Ceylon and the Eastern section of my journey. It was impossible to do

so without the kindest wishes for its future. That it may solidly advance under the wise progressive spirit of British rule, without which the natives would not have the most remote chance of success, for they are at present as unfit to govern themselves as a nursery of children are. Under the administration of the British Empire, the people are justly, firmly, and kindly governed. They are educated so far as the circumstances of the country permit ; and the resources of their country are steadily developing by schools, railways, roads, and irrigation, which will elevate them and improve their condition in all worldly matters. A disregard for truth is the great failing in their character, but much of that is owing to the inferior teaching of their religious systems, and their general ignorance of all

moral codes beyond them. Englishmen in the East must have faith in the principles which alone have made Britain great, and in time they will change the whole character of the East

As the stained web whitens in the sun,
Grows pure by being purely shone upon.

At midday, the anchor was up, and we steamed away for Australia.

On the 29th we crossed the equator, or line as it is popularly called; the weather most genial, and continuing so for about a week; then the "Bangalore" had to face a gale for some days, which greatly retarded her course, and made most people on board very uncomfortable. New Year's Eve, however, was celebrated on deck by the ringing of all the bells, and, after an interchange of mutual kind wishes for 1872,

most of the passengers retired to rest, and those who had exerted themselves most, adjourned to supper and iced punch.

The morning of the 2nd we passed Cocoa Nut or Keeling's Island, a small solitary spot in mid-ocean, where one Englishman (who is "Lord of all he surveys") with his family have located themselves, and having imported a few natives from some distant island, there, in Robinson Crusoe fashion they live. They say that they are all very happy, only coming in contact with the outer world when some wandering vessel touches for water. In the evening a seagull was captured on board, but was soon released again, and resumed its rapid flight, rejoicing in liberty.

One day during the gale a sensation

was occasioned by the snapping of a chain connecting the wheel on the bridge with the stern helm, but in a few minutes all was serene again, the wheel at the stern having been made available, and by which in stormy weather they generally steer. At last the storm moderated, and to our great joy we sighted Australia.

The nextday, January 11th, we anchored in King George's Sound, and were truly glad to step on shore and enjoy an agreeable saunter through the little town and its suburbs.

It is the first point that the steamboats to Adelaide, Melbourne, and Sydney touch at, and unless readers have made long voyages, it is difficult to describe the charm that arriving at your destination produces.

The population in the Sound was about 800; the houses very neat, and the people very comfortable. All through Australia and Tasmania there is a demand for emigrants of steady character; but in western Australia, where we first landed, every resource is at a low ebb for want of population. An idle, careless man has no chance in any part of Australia; but men and their families who will work, not waste their earnings in drink, and be content with the substantial diet which every working man can have—beef, mutton, bread, vegetables—can command abundance, and save enough in ten or twelve years to settle as small independent proprietors, if capable of farming.

It was Sunday, and the prayers were read on deck by Captain Burns, who ren-

dered every justice to our grand Church Service. The hymns were well sung, and the ocean around us made the whole homage to God most impressive. Early in the day the whole crew, Lascars as well as Europeans, mustered in their clean Sunday costume, and after inspection, responded to their names, "their tongues all loudness and their eyes all mirth."

English seamen always appear to most advantage in a gale; but I also admired much the prompt manner in which the Lascars went aloft, and their steadiness at the wheel, when four men were required at it, and seas swept the deck.

In five days or so after leaving the Sound we reached Melbourne, and were lodged in Scott's Hotel, which can be recommended for every comfort.

CHAPTER IV.

I REMAINED in Melbourne until 24th of January, and truly when its age and distance from Europe are considered, it is a wonderful result. Its streets are broad, all at right angles ; its public and the commercial buildings of companies and rich merchants are large, and built in a spirit of splendour that amazes a visitor. Its gardens are handsome, and it displays in its schools, library, collegiate institutions, a far sighted and liberal regard for the happiness and improvement of the people.

As the weather was very variable, on the 24th I crossed to Tasmania. The approach to Launceston for 40 miles in the river Tamar is a continued beautiful scene.

On each side of the river are hills, sometimes sloping down to the water, at other points, more distant; the whole ground, except where emigrants have cleared their farms, being covered with naturally grown trees. At different points, as we steamed along, the whistle was sounded, and soon from the river hamlets boats were launched to bring some passenger or parcel to gladden their cottage home. In about four hours from entering the river we reached Launceston, and at the Brisbane Hotel obtained comfortable fare and rooms. I remained three days in Launceston, the neighbourhood of which is very pretty, and gives to the town a very good effect as it undulates at some few miles distant, and different parts are visible from almost every street. Like all other parts of Tas-

mania they are well planted. The shops in Launceston are good, and as in all the colonies, the traveller soon finds his or her mistake in carrying more luggage than a carpet bag, an umbrella, and some wraps. All articles of dress are to be had in every town nearly as well made, and almost as cheap, as in London.

During my fortnight's stay in Tasmania, all the people I conversed with spoke hopelessly (but I believe without reason) of the condition of their country.

Except New Zealand, Tasmania has the best climate in the southern hemisphere, its heat is rarely warmer than England, and its cold much less and not so continued. It can also grow every kind of corn, and all the fruits of England. It is within twenty-four hours of Melbourne,

eight of which is under the shelter of land, and as a summer residence for all the wealthy Queensland and Victorian families it will be a popular and valuable neighbour.

The summer months in Queensland are like India, too hot for the health of children, and Victoria through the same months, too variable. Railways, as in every other country, will be another boon to all interests. When I was in Tasmania, there was only one railway forty-five miles, and many people were timid of encouraging more, on account of the necessary rate on district property; but the lines should all (if their Parliament would assent to it) be a national expense, the difference between the earnings and the guaranteed dividend to be levied from all landed property and

houses. A graduated scale regulating the assessment according to the distance of each farm from the line, also some equitable scale for houses could easily be agreed on and the pressure of expense would be trivial upon each, and not worth one moment's thought compared with the numerous sources of wealth it would create. A main line connecting Launceston with Hobart Town, 121 miles, has been made since I was there, but numerous branch lines or tram roads are necessary to open the eastern and western counties and induce an independent class of small farmers to settle there. Another source for all the Australian provinces will be free trade.

It is impossible that a people so enter-

prising as they are can continue the exclusive system in commerce that they have adopted. They must soon see, that if many of the people can afford to waste their money by all articles being made unnecessarily dear, their ambition will not continue a tariff, the effect of which is to create every article of consumption inferior to what it would be if competition was permitted.

In the United States protection was a necessity in order to carry out its wise and high-minded resolve to pay every farthing of its once enormous debt. In order not merely to maintain, but in order to increase national credit, it called on its citizens to support for a time a tariff which in any other country less fertile and creative,

would have led to exhaustion ; but now that their debt is largely reduced, and their public credit as firmly established as the land they live on, the intelligence of the country will call out for the government to adopt the natural laws of commerce in place of what may be called its penal code.

A union between Victoria and Tasmania would be a result beneficial to both, but especially to the latter, for the Victorians, in spite of their restrictive tariff, are a very go-ahead people. The great prizes which were presented when the gold fields were first discovered drew from every class in the world, men of talent, enterprise, and resolution, and such now are the prominent, mental, and moral features of

that province. Men of that order would infuse energy into Tasmania. "Awake, arise, or be for ever fallen," would be their motto, and if it became united to Victoria all its resources would soon cease to be stagnant.

The road from Launceston to Hobart Town runs through a beautiful country for one hundred and twenty-one miles. It is almost a continued valley between two parallel lines of hills varying in distance at different points.

After two days' rest at Launceston I went by the mail coach to Hobart Town. The road was good. The four horses were changed twelve times, the pace ten miles per hour. Hobart Town is charmingly situated on the River Derwent, which

affords up to the town an excellent harbour for shipping. A lofty mountain, Mount Wellington, rises immediately behind it, and in winter wears a coronet of snow, which in that climate is a welcome novelty. During the week I spent there, the regatta came off which reminded me much of the same scene in England. Thousands of well-dressed and comfortably-clad people assembled, and were scattered in steamers and boats, and on the banks of the Derwent, where among the trees many tents were pitched, liberally stored with refreshments. It was a most picturesque scene, and all the races were conducted with great spirit. The race of the day was the Intercolonial four-oar, in which Sydney, Paramatta, Victoria and Tasmania con-

tended for the championship. They rowed over a very long course with all the pluck and skill of the British race. Tasmania lost; but the whole multitude loudly cheered Sydney and Paramatta which came in first and second.

Having passed about a week at Hobart Town I returned to Launceston, where I spent two more days, and recrossed Bass's Straits to Melbourne through a stormy sea. At Melbourne I remained another week, much interested in all I saw. The Houses of Parliament will, when finished, be a splendid building. The chambers for both houses are very handsome and well-constructed, and I understood, that unlike some public buildings in Europe, every word in debate is clearly heard.

Among the many objects of interest is the public market. It is a large comprehensive one, overflowing with beef and mutton about twopence per pound, and all other articles, such as turkeys, fowls, &c., &c., at half the price they are in England.

As a universal rule, it may be stated that a workman in Australia who does not drink, but is thrifty, not only can with his family live in comfort, but be in old age an independent man.

The morning of February 15th I proceeded in a Peninsular and Oriental boat to Sydney, where I obtained comfortable rooms at Petty's Hotel. The climate of Sydney in winter is charming, the mornings and evenings cool, the midday warm. The summer is very warm, but not variable,

and through the hottest hours exercise can be enjoyed if an umbrella be carried. It is very favourable to fruit and flowers. The best fruit of Europe and the tropics grow in profusion and to perfection. Grapes are equal to English hothouse. Pears, apples, peaches, plums, figs, oranges, passion fruit, delicious, and to be purchased for a few pence.

In Queensland, between two or three days' distance, more attention is paid to the pine apples, bananas and plantains, which are very cheap, and in abundance in Sydney market. A large highly-flavoured pine apple fit for a London dinner party costs about sixpence. The shrubs and flowers are also in great variety.

The most beautiful public garden I have

ever seen, is the Sydney botanical garden. It was always a refined pleasure to visit it, and as it adjoins the city, the ease in visiting it occasioned a happy change and rest to my mind. The Horticultural Society had its flower show, which was a brilliant display, with a most splendid foliage.

The first exhibition of the Academy of Arts also occurred, and all the paintings and drawings possessed much merit. They were all from the studios of colonial artists, and many of them would have been admired if placed in any of our galleries in London.

I remained in Sydney until the 12th of March, enjoying the whole time delightful warm weather; and as the day of departure approached I often asked myself,

what impression has Australia made ? The answer is, that like the visit of the Queen of Sheba to Solomon, the truth surpassed the report. Society is firmly established in all its provinces, and a progressive spirit animates every class. The great fault of the poorer class is drink, but then, taking numbers into consideration, they are singularly free from deeds of violence and offences against property. They possess also another honourable social virtue : they have no lazy beggars.

The two classes of emigrants which Australia most requires, are a yeomanry class and miners. The sons of farmers who can bring youth, health, industry, and a moderate capital, but above all a good Christian wife, who will educate her

children in the principles of Christianity ;
2ndly, good miners, not merely equal to extract the ore, but also to read the surface, *Oculo Contendere Lynceo*, and map out the illimitable dormant wealth of the "Southern Land," the English synonyme for the Latin Australia.

Unlike America and the West India Islands, the date of the first discovery of Australia is, I believe, unknown. The Dutch and Captain Cooke seem to have the credit. Among the former was Tasman, who discovered some portion of the south, including Tasmania, but was mistaken in considering the island named after him a portion of Australia. Much of the interior of the great island (the largest in the world) is still a *terra incognita*, and its

mineral wealth, excepting gold, has scarcely yet been touched.

As in the planetary systems, each planet has its special influence in balancing and harmonizing the group to which it belongs, so Australia is destined to exercise a very important influence in effecting similar results in this world. Nearly as large as Europe, with a climate fitted to almost every production, and its assistance becoming every year necessary to the continued prosperity of Europe, wool, meat, gold, sugar, cotton, all requisite to satisfy and enrich the older western world, but at the same time react with similar results upon the new.

The magnitude of the island-continent (about ten thousand miles in circumference)

was much impressed on my mind by the time required—five days—to steam across what is called “the bite,” from its likeness to a slice of bread after a good mouthful has been bitten off. It lies between King George’s Sound and the approach to Melbourne, and in the centre of its coast line, the apex of the bite, bow, or arch, lies Adelaide, the capital of South Australia.

CHAPTER V.

MELBOURNE being as well known in London as Dublin, Edinburgh, or York, it is unnecessary to say more than that the whole province of Victoria has everything favourable to a great prosperity, excepting its exclusive tariff.

It has been said that when children succeed to thrones, they promote policies the opposite of those their parent promoted. Be that true or not, it is remarkable, that in all the British dependencies except India and New South Wales, the grave mistake has been made in paying more for imports than is wise or necessary. It involves

a principle of extravagance, and retards the steady growth of commerce and of every remunerative employment depending on or connected with it. The Government of India and New South Wales have wisely followed the example of home, and by doing so will rapidly increase their revenue, stimulate production of all that India can produce, and much improve the condition of the people. There is, however, in all British colonies a wise, dignified financial honour, which cannot be too much praised, admired, imitated. They immensely assist in upholding the spotless name of Britain, and also strengthening the credit of the whole Empire. It also, in spite of the narrowness of commercial views, immensely aids their development.

The unexampled prosperity of the British Colonial Empire is due to the wisdom of their rulers, and the integrity, enterprise and industry of the people.

In my early childhood, Australia as regards distance from Europe, might have been exemplified by what was thought and said at Rome of Great Britain, in the Augustan period. "*Toto divisos orbe Britanuos,*" but now other new nations—not only Anglo-Saxon, but French—are forming; civilization rapidly taking root among them and all the appliances of the most advanced condition so rapidly introduced, that the British Colonies are almost matured as soon as they are planted.

The superseding of steam, by electricity as a motive power, will, when its applica-

tion is perfected, bring all the colonies within a much shorter distance of England. Boats will be built for speed, which will not have to struggle against the large tonnage now required for coal. It will also lessen the difficulty and expense in traversing Australia by rail, for an available motive power will be everywhere at command. Its application also to machinery, in mining, ploughing, and other agricultural processes, is within reasonable speculation.

After spending three weeks or so between Melbourne and Tasmania, I went on to Sydney, which we reached in about fifty hours by steam. Sydney, where Captain Cooke first planted the British standard, has a beautiful and thoroughly land-locked

harbour, six or seven miles in length. There is a narrower branch from it called the Paramatta River, which extends for many miles into the interior.

The Governor of New South Wales, besides his residence at Sydney, has a charming country retreat there. The park around it is large and handsome. A spirit of hospitality also rules within its limits, for I remember on the occasion I visited Paramatta, a poor Irish lady, the wife of one of the gate-keepers, invited us to tea.

I have rarely ever taken a five o'clock tea, otherwise I would have accepted her kindness.

For three weeks and three days I remained in Petty's Hotel, at Sydney, not over strong, for I was plagued with an ex-

treme delicacy of throat. A handsome church was opposite to my bedroom, and the chants and hymns were often cheering, as well as soothing, in the quiet, retired life my health compelled me to observe.

New South Wales has, like all the other Australian provinces, large mineral resources, hopefully guessed at, for their nature and extent are not accurately known. It has also a largely increasing revenue, an excellent railway system, and the banks by their increasing dividends, show how large and profitable all branches of business are in the colony.

I did not go further north, and regret that I was unable to visit Brisbane, which like all the sister cities and provinces, is destined to have its full weight in the

mighty result which Australia will ultimately present.

The harbour of Sydney is very lovely, and we often boated to the different charming villages which are stationed along its shore. The water is beautifully clear, but bathing (from the sharks) is very dangerous. A fellow-passenger with me to St. Francisco, told me that one morning he was going head-foremost into the harbour, when a large shark slowly passed near the bank. Not only in new, but in all countries travellers brave the unknown.

I remember in the Holy Land, taking several dives into the Jordan. The Bedowin Arabs with me, cheered immensely, but afterwards I learned from an interesting work of Mr. McGregor (who canoed the Jordan), that it was stocked

with crocodiles. No doubt they expected some exciting scene, or thought I bore a charmed life.

At the end of three weeks' stay at Sydney, the packet for New Zealand was announced to sail, and although anxious to move on, I felt much mortified that my health did not admit of distant journeys into the interior, for an exact knowledge can only be gained by personal observation. "*Ex pede Herculem*," however, has an application in such countries as Australia, and just inferences may be made from the intelligence, enterprise, education and wealth marking its rapidly growing cities which display capacity, wealth and determination to employ every agency necessary for the fullest development of their country.

Having paid a farewell visit to all the familiar objects and environs of the handsome city—a city not only in itself, but as regards site, in every respect worthy of the splendid province of which it is the metropolis.

Of New South Wales as well as Melbourne and such portions of Western Australia as I saw, I formed the most favourable opinion, and profoundly regretted that I was unable to visit South Australia as well as Queensland.

A visitor to Australia should be in sound health, and arrange to stay at least one year.

Having been punctually on board, the steamer uncabled from the wharf, and steadily in an Australian autumn evening (March), we steamed away.

The lovely harbour was too soon parted with, and the roll of the Pacific soon told on the steady movement of the boat. We were nearly seven days in reaching Auckland. Life on board very similar to that in ordinary voyages. The bell at short intervals summoned us all to merge ennui in the solid and cheerful temptations of the saloon, which were always liberally attended to.

In England, and probably in every other land, all great movements, whether relating to politics or benevolent deeds, have their origin at the table. Dinner is an essential beginning. If the mind and heart are to be moved, the body must be satisfied. Culinary skill has wonderful influence in this world; by it not only good natured

sympathies are awakened, but success achieved, while on the other hand, food carelessly prepared, dissatisfies, and sometimes confuses.

I know not with what degree of truth, but it has been stated, that the first Emperor Napoleon lost one of the most important battles ever fought through a basin of greasy soup.

At the end of our sixth night, New Zealand in sight was announced, and we steered along its coast to the entrance of the Bay of Auckland. Auckland is one of the most beautiful bays in the world, extending for many miles to the town of Auckland, and studded with numerous islands, displaying a semi-oriental foliage. The city of Auckland is charmingly placed on

the declivity of a high hill. From either extreme, either above or below, you can see almost the whole town. For its age, Auckland is prosperous and promising. The railways will connect it with fertile districts, supplying it with everything needful for its support, also for its shipping and foreign trade. Its trade is already considerable, and must largely increase with population, and as the soil of the New Zealand islands are suited both for pasture and agriculture, and their climate also favourable to the rearing of a manly, hardy race, New Zealand will probably, not only at Auckland, but at all its other ports, exercise a maritime ascendancy in southern latitudes.

I stayed a very short time in Auckland,

my health not being equal to knocking about or roughing it, and beside, a large American steamboat having arrived on its way to St. Francisco, I availed myself of its ample accommodation.

The evening of the 24th of March we left Auckland. The sunset, as it always is in the Pacific in clear weather, magnificent. We dimly sighted some islands, and anchored at Navigators Island, which was to be made a coaling station for the American line to the Southern Hemisphere.

The natives, through the whole night in successive parties, came on board, and seemed delighted with everybody and everything. The officers and seamen (after some hours) having had enough of it, drew up the ladder, but the zeal of the natives

was equal to the emergency, and up the sides of the vessel they clambered, and some by the floats of the paddle wheel, taking a good-humoured possession, which was not resisted by the ship's company, all of whom treated the natives as they would a number of school boys.

The owner of the "Nebraska" was on board—Mr. Webb. He was quiet, sensible and polite to all. Subsequently he kindly invited me to visit him in New York, but, being unable to call the day he named, I failed in seeing him.

The seventeenth day from Auckland we arrived at the Sandwich Islands, which were a most agreeable change and rest. We stayed at Honolulu one week in a most comfortable hotel. In front of my rooms

there was a spacious verandah, and at all hours it was a repose to be seated in an American lounge chair—for the hotel was American—and gaze around on all the contrasts the Pacific presents to Europe. The chirping of birds, the humming of insects, the flowers, and fruit, all so different. I remember in the garden, adjoining the hotel, there were many mango trees, and on one occasion, admiring their fruit, a lady in the garden presented me with several of them. She thought nothing of her kindness, but her courteous act is now gratefully acknowledged.

Each day I rose early, bathed, breakfasted, read, and smoked a little. Then sauntered down to the quay to see how the steamboat got on with its cargo. Then

into the country, and back to our hotel for dinner, which was always excellent. Thus, for a week, our time passed away.

At last, on the 17th of April, the whistle sounded, and we moved on for St. Francisco. Through a considerable part of our voyage from New Zealand we were constantly followed by the albatross, who, when tired, rested on the wave, but soon overtook us on rising. They were a constant pleasure and amusement to us all. The noble birds were never harmed, and we had not on board any self-reproach as in "the ancient mariner."

We were ten days in steaming to the States; a land which, in earlier days, I often thought of visiting; a land whose example and history have largely advanced the religious, social, and political liberties

of the world, and illustrated, in an unexampled degree, that the fullest enjoyment of those liberties are means most effective for securing the great ends of all Government; the moral and material progress, also the happiness of the nation. The history of the United States is a romance, if such a word can be applied to reality. When the "May Flower," with its small body of exiles, reproached the ignorance and intolerance which then ruled England, I cannot conceive (measured by human judgment) a more unpromising expedition, yet the nation, founded by those Pilgrim Fathers, who gave up all sooner than part with the unlimited, unrestrained exercise of conscience, surpasses (taking the limited period of its existence into consideration) all the kingdoms of

this world. It must be said, however, that the United States had great advantages to start with; a very pure, although uncereemonial form of Christianity, like that which Bunyan and Baxter taught. The best common law in the world—the common law of England—also a language vigorous, and yet most flexible, and which, like the Greek in an earlier era, carried and expressed the fullest and grandest literature then known. They had the Bible, Shakespeare, and Milton, beside many other authors who also dignified their language, and all of whom conferred a privilege that no other nation then possessed.

“God moves in a mysterious way, His wonders to perform,” and when the United States of 1883 is contrasted with its lonely,

unaided existence two hundred years ago, we cannot withhold the conclusion that God has greatly assisted in producing the present result. Their power, as expressed by education, wealth, population, is immense, and it increases so rapidly that its limit cannot be defined. It may be asked what effect has the separation of the two countries produced? The reply is, most beneficial to both. The British Empire has probably moderated Republican excess, and the great Republic probably taught the British people to demand and obtain those reforms, which were once timidly granted, but are now the best guarantees the monarchy has. Proud as we justly are of our colonies, yet we must never withhold our admiration and respect for a kindred people who have

overcome dangers and difficulties unsurpassed in the history of any country, and have steadily shown an example of high-minded honour which, in future, I believe, will control the financial actions of nations, "Honour to whom honour is due."

CHAPTER VI.

It was late in the afternoon of the 27th of April that I had the first glimpse of the United States. Living, as I always did during the day, on deck, the afternoon of the 27th my eyes were very frequently directed westward. I forget whether I noticed the first hazy outline of land, or my attention was directed with that of others, but when the word "land!" was announced through the ship, the excitement was something similar to that ascribed to Columbus's crew. We were all more or less tired of "a life on the ocean's wave," and as we neared the land there was every degree of calculation respecting the hour of arrival.

Between 9 and 10 p.m. we passed the Golden Gates, and soon after we anchored abreast the quay. At first I thought, from the lateness of the hour, that I should be obliged to remain for the night afloat, but a very energetic and polite young man, who came on board to assist, cleared away all my difficulty in a moment.

“Sir, show me your luggage.”

In a few minutes after, I was in a most comfortable carriage, built in the style of the old English family coach, but with better cushions and better springs. Soon after we entered one of the most spacious and elegantly furnished hotels—“Lick House”—I ever was in. The *salle à manger* was equal to the most splendid palatial banqueting halls I ever saw. In every part of the United States, hotels are

constructed and furnished on the same scale of grandeur, for the people are the rulers, and a royal homage is paid to them without distinction of class.

I must say, the principle works well in the States. There is no assumption, but merit of every form receives an ovation. St. Francisco, when I was there, was only about 30 years in existence; but all its public buildings were wisely being built for a prosperous future. The Panama Canal will confer immense commercial advantages on it as well as on the whole western coast, and the arms of Count Ferdinand Lesseps deserves being quartered with those of the illustrious men who discovered America.

As I was unable to make any distant excursion in California, I devoted the few

days I remained, in thoroughly seeing the infant Hercules, which will exercise the same maritime ascendancy over the Pacific Coast that New York does over the Atlantic. In every state in the Union, much wisdom and foresight are exhibited in providing for education and locomotion by railways. The United States is also the most self-governed country in the world. Its army scarcely amounts to thirty thousand men, and its police force is exceedingly moderate when its immense territory and population of more than fifty millions are considered.

I retained a Pulman's drawing-room compartment in the Pacific railway as far as Buffalo, near the Falls of Niagara, and never in my life did I travel with all the

aid of comfort and repose as I did (not only on that line, but also on all in Canada, as well as in the States).

The whole journey to Buffalo is a grand panorama—bold, majestic, or impressive in its immense expanse. The Alleghany mountains “*qui capites inter, nubila condunt*” gradually lost in the prairies, and the twin sister rivers, which my children call *Les deux Demoiselles*; the Mississippi and Missouri equally majestic in the thunder roll of their water as it passes to the ocean. Excepting on the surface of travel, railways, hotels, and the promenades of cities, I never had the honour of being present in American society; but I saw quite enough to convince me that they are solidly educated, and refined. American

wealth is liberally expended in acquiring all the privileges that the most advanced education can confer.

The world is undergoing a rapid transformation, power is rapidly passing to the middle-classes, and a large share of it will also be wielded by the sons of toil. Against its excess and trouble, education of the broadest order is the only antidote.

In England, by timely concessions, violent collisions have been avoided, and the millions of the nation have not only been reconciled to a monarchy, but believe that—

Orders and degrees jar not with Liberty,
But well consist.

Travelling as you do, night and day, in the transit of the American continent, you get so accustomed to long journeys ac-

complished without fatigue, that with books, newspapers, and with Sir Walter Raleigh's popular *protége*, tobacco, a person might accept it as a happy normal condition of existence. Comfort and refinement are universally provided for the public in the railways and hotels of the United States.

Arrived at Buffalo, I crossed into Canada, stopping at Niagara, of which it may be said, a scene of grandeur "is a joy for ever." The Creator speaks through all His varied works in creation, as He does in the noblest acts of man, displaying truth, courage, purity of motive and aim, and Niagara cannot be seen without a sense of awe, and even after many years, memory revives the thunder sound with which it rolls over, in its course to the ocean.

From Niagara I travelled in a Pulman's car to Montreal, passing by Toronto and Kingston. At Toronto, I stayed one day only, much regretting that I was unable thoroughly to visit all the prominent points of the Dominion, which must become with years and population, one of the most prosperous nations on earth. It has climate favourable to a hardy race, a soil that will grow every species of cereal, water carriage that largely aids in connecting the Atlantic and Pacific Oceans, and a boundless variety of mineral wealth, as yet unknown beyond its surface. The Canadian Pacific Railway now being made, will not only unite all the provinces of the Dominion, but attract thousands of settlers, for agriculture at home is so unsettled and unsatisfactory, that many will avail them-

selves of the easy distance of Canada, and become proprietors of the land they till.

Those who prefer the nominally freer atmosphere of the United States will go there, but except the difference in sound between monarchy and republic, there is no vital distinction between the two countries. Both know that the gradations of society is not tyranny, but an arrangement for the benefit of all; that there is no exclusion of any class, if they graduate in merit, for it alone makes the man, and it matters not what his origin may have been, high qualities make him a benefactor to the world.

Empire after empire has passed away, but I hope and think that the prominent leaders of the nation are alive to the age

in which they live ; an age pregnant with the ambition of unsettled millions desirous of a full share of power, and a voice in shaping the destiny of their country. In education is the only safety. Like music,

Emollit mores, neque finit esse Feros.

On the wall of the Babylonian monarch the finger of God traced his condemnation, but I believe if the British Empire is true to itself, just, progressive, considerate not only of what is due to ourselves in all things, but to the claims and rights of other nations, it will become stronger, more intelligently accepted by its citizens, and that neither they nor any unfavourable combination of circumstances will declare that the British Empire has been weighed in the balance and found wanting.

Montreal is a semi-French city, in its shops reminding me much of France. I stayed at the St. Lawrence Hall Hotel. Near the city there is a high wooded hill which occasioned me much pleasure to ascend, indeed the climate of Canada, although early in May, had not lost the brisk, clear, crisp character which makes its winter so charming. As I could merely, like a swallow, skim the surface of all I saw, I cannot speak and write with the precision of those who have been careful observers of Canadian advancement, but I saw enough to impress me profoundly with the great future there is before the Dominion.

Railways almost at any cost will be the means of populating its provinces. What they want is not only a good class of

colonists, but colonists of every class; but without convenient railways, independent classes will never settle there, nor subordinate classes without good rates of wages, which of course can never exist without circumstances favouring employers. The wise policy of the United States and Canada is to live in peace.

Whether the Dominion in years to come will claim independence and be a sister republic, or remain a nation in the closest affinity with England, it is impossible to say; but the colonial policy of the Empire by leaving decisions at the discretion of the colonies, takes the surest mode for promoting the success and happiness of both.

From Montreal I went by rail direct to New York—a city, considering the magni-

tude of its commerce and its metropolitan influence, ranking among the greatest cities of the world. Had it not changed its baptismal name—New Amsterdam—Holland would have been associated not only with its Dutch origin, but also its immense British growth.

New York, Philadelphia, and Washington are with us household words, and it would be impossible for me to improve or add to what has already been written over and over again in books and newspapers, but I was amazed at the dimensions of all three, which are commencing a race with the grandest cities of Europe. The British Empire wisely claims no superiority, the principle being now acknowledged that the advancement of every nation advances ourselves, and the union

between it and the States is now so friendly, that it may be said that progress on either side is in some degree reflected on and shared by the other—*Esto Perpetua*.

The 15th of May, in one of Cunard's boats, I sailed from New York, arriving at Liverpool the morning of the 25th. The journey to London appeared very beautiful; the clean, perfect agriculture, the trees and hedges in their fresh vernal green, the flowers and fruit blossoms (for the spring was late) suggesting a succession of happy thoughts.

In conclusion I cannot withhold saying that although the difficulties of government have always been great, yet in the present age they are greater than ever. Those entrusted with responsibility should never despair, for the moral government

of this world may permit disappointments in order to compel policies to be shaped more in concord with principles favourable to the improvement and happiness of this world. As St. Paul, pointing to the planetary system, has taught us to be ambitious of a bright existence in eternity, so as a nation should the British Empire aspire to govern in accordance with the only laws that cannot err. I believe such is the aim of every prominent statesman in the country, to steer by the compass of justice, progress, and truth, and that our Christianity should not be in our national actions a religion of mere profession, a concord of sweet sounds, but abhorring persecution, political cheating, every form of the *crimen falsi*, do always what should be done. The Empire must then rest

upon the strongest foundation, and nations not so privileged as ourselves may possibly adopt the sense, if not the language, once addressed by Pope Gregory to some of our Pagan forefathers, *Non sunt Angli, sed Angeli.*

THE END.

1. The first part of the document is a list of names and titles, including the names of the authors and the titles of the works.

